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COMPANY  
1899.

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OTTAWA RIVER NAVIGATION CO.



# SNAP SHOTS

ON THE

OTTAWA RIVER

AND

RIDEAU LAKES

WITH MANY

ILLUSTRATIONS OF INTERESTING PLACES AND SCENES

ALSO, A SHORT DESCRIPTION OF THE OTTAWA  
RIVER & POINTS OF INTEREST TO THE TOURIST  
WHO MAY MAKE THE TRIP VIA THE GRAND  
RIVER AND RIDEAU LAKES THROUGH THE - - -

MOST CHARMING SCENERY IN AMERICA

BETWEEN

MONTREAL, OTTAWA AND KINGSTON.

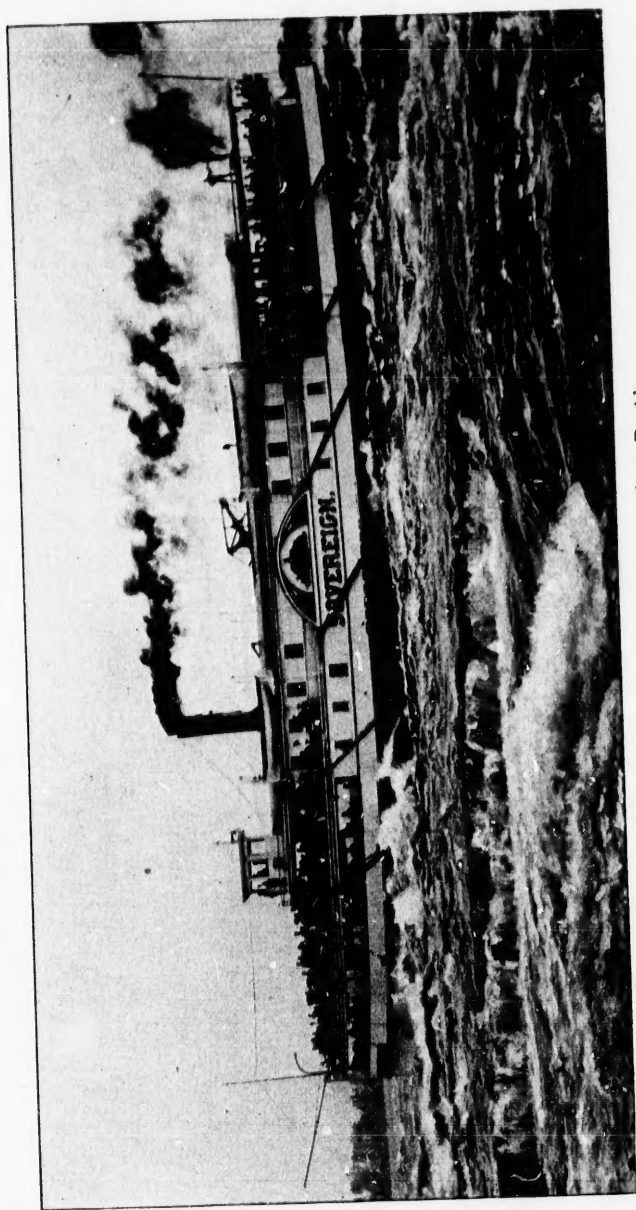


MONTREAL:

DESBARATS & CO., ENGRAVERS AND PRINTERS.

1899





Steamer "Sovereign" shooting Lachine Rapids.

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## THE OTTAWA.



HIS noble river, known to the old *voyageurs* and early settlers as the "Grand River," is upwards of six hundred miles long, and has twenty tributaries of large size, besides numerous smaller ones. Beautiful, wonderful, lovely, are not extravagant or ridiculous adjectives when used to express the delight of those who, for the first time, enjoy a trip on the steamers of the Ottawa River Navigation Company.

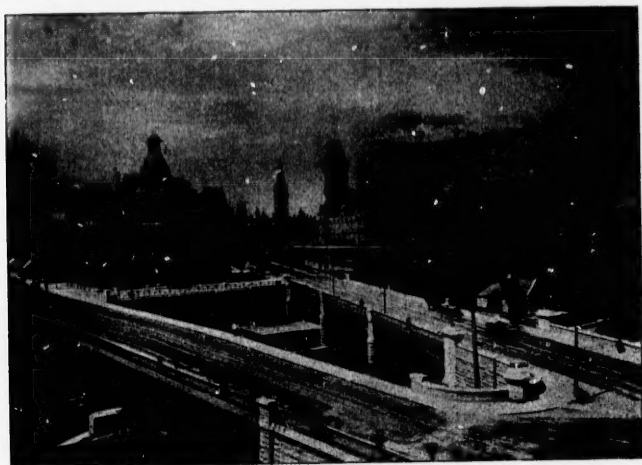
The Ottawa is broader two hundred and eighty miles from its mouth than it is between Ottawa city and the Lake of Two Mountains, and flows with such a strong and deep flood that the green waters of the St. Lawrence, for many miles below the confluence of the two rivers, are pressed against the southern shores.

Coming from the Far North, from regions comparatively little known, even at the present day, there is a certain mystery about this "Grand" river which awakens our curiosity and engenders a spirit of romance, and, as we ascend its current, the beautiful islands and the picturesque scenery of its banks command our admiration.

The Ottawa was the highway of the early French explorers, missionaries and fur-traders in their journeys from Montreal to the great lakes Huron and Superior, and the Far West. It was traversed by the red man as well as the *coureurs des bois*. It was ascended by Champlain, in 1613—who was the first explorer,—on his voyage to discover what he had been led to suppose was the North Sea. During this voyage up the Ottawa, with two canoes, he experienced much hardship and many difficulties; continually menaced by wandering bands of Indians, he was at last forced to abandon his provisions and to trust entirely to hunting and fishing to provide him with the necessities of life. Champlain finally reached the country of the Nipissing nation, on the shores of Lake Nipissing, and, finding that the Ottawa as a route to the North Sea was a mistake, he resolved to return to Quebec, which he reached, after great hardships and privations, and he soon afterwards sailed for France.

## OTTAWA.

Ottawa, the Capital City of British America, dates its origin from the commencement of the Rideau Canal, under Lieut.-Col. By, Royal Engineers, in the year 1826. Following the troops that accompanied By to the scene of operations came first the cluster of laborers' shanties which formed around the canal's eastern terminus at Entrance Bay, with the somewhat better dwellings in which the traders who furnished the necessities of life were accommodated. Situated at the confluence of the



Glimpse at the Parliament Buildings; Post-Office and Custom House to the left.

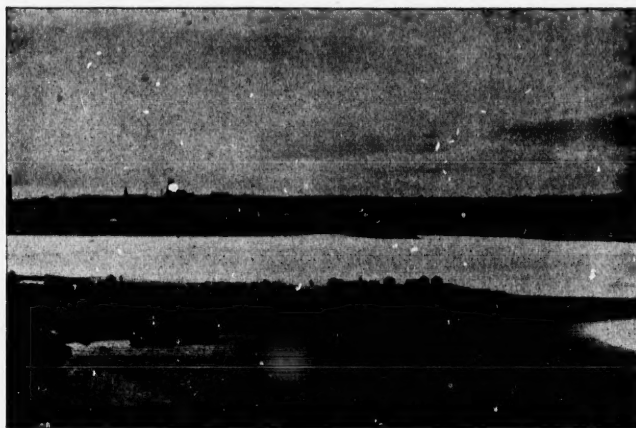
Rideau and Gatineau with the Grand River (now called the Ottawa), each of them draining districts rich in agricultural and timber resources, and just at the point where it became necessary to rearrange the rafts brought down from the immense timber regions of the Upper Ottawa on account of the impossibility of carrying them unbroken over the Chaudière Falls, the village grew rapidly to be a town of importance. In 1854 a population of 10,000 being attained, the town was transformed by Parliament into a city under the name it has since borne, the change taking place 1st of January, 1855.

In 1857, Her Majesty fixed upon it to be the permanent seat of government of United Canada, a decision

ratified and confirmed by Parliament. In 1859 the public buildings required for the accommodation of Parliament and the Civil Service were commenced, and were completed in 1865, causing the removal to Ottawa of an army of public officials, with their families.

With the addition thereto of the population of Hull, which is practically a suburb of the political metropolis, of 11,265, the population of Ottawa stands at the present moment at 65,265. No other city east of Winnipeg has shown such a marvellous rate of growth, and warrants the belief that, at the same rate of increase, it will not be long before Ottawa will take third place among the cities of the Dominion. She now ranks second in Ontario. In point of wealth and commercial expansion and importance the development and increase go hand in hand.

The front portions of the city of Ottawa stand on a succession of bluffs, and when viewed from the river are seen to great advantage. From the high cliffs, on which its noblest buildings have been erected, can be witnessed scenes of natural beauty unsurpassed by any on the continent; rich in all the varied charms of mountain, river and forest, and enhanced by the surrounding triumphs of architectural skill. To the east the river can be seen for many miles wending its way through field and forest towards the ocean. Close at hand are the timber slides by which the square timber from the Upper Ottawa

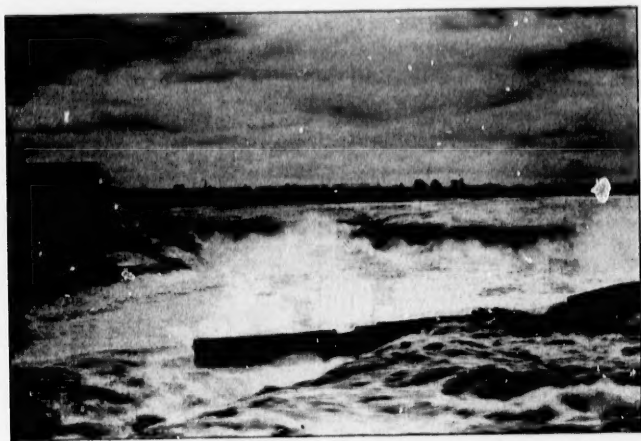


Rafting up Timber on the Ottawa.



passes down without damage into the navigable water below. To go down these slides on a crib of timber, as almost every visitor to the capital—from the Prince of Wales, the Princess Louise, Prince Leopold (Duke of Albany), and the Grand Duke Alexis of Russia, down to the humblest individual—has done, is as exhilarating as it is exciting.

Ottawa is divided by the Rideau Canal running through it, and is laid out in wide, regular and uniform



The Chaudiere Falls, Ottawa.

streets, which are planted with shade-trees and provided with drinking-fountains. Its geographical location, when compared with other cities, makes Ottawa one of the most easily accessible cities from all points of Canada, and, with its seven railroads and many steamboat facilities, possesses more and better forwarding capabilities than any of its inland sister cities.

**Aylmer**, nine miles from Ottawa, is, on account of its delightful situation, an ideal place to spend a summer vacation. The Ottawa River, expanding into what is called Lake Deschênes at Aylmer, affords good fishing, and there is ample room on the broad face of the lake for boating of all kinds. The accompanying cuts of "One Tree Point" and Hotel Victoria will give those seeking "pastures new" an idea of what there is at and around Aylmer, Quebec, in the way of hotel accommodation and scenery. Queen's Park, which is about one



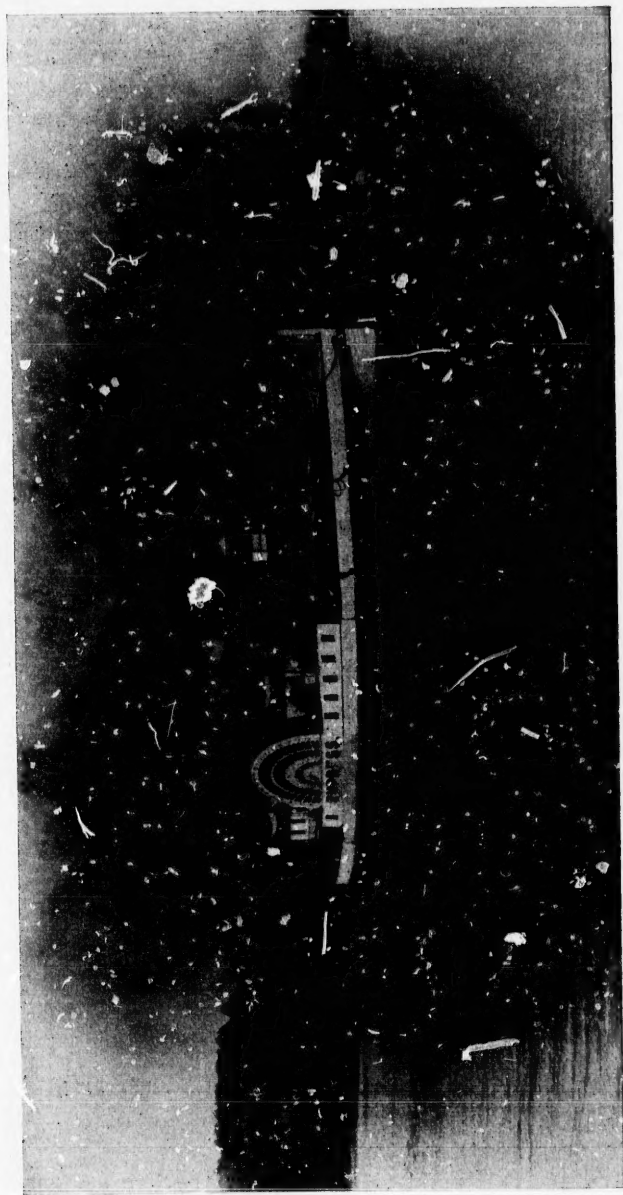


One Tree Point, Aylmer.

and one-half miles above Aylmer, is a most beautiful spot, and is well provided with means to while away many a pleasant hour; among its attractions being the forest, promenade pier, water chute and floating promenade, the maze, fine boats and bath-houses. The Hull Electric Company's cars run through to the park, passing Aylmer and Hotel Victoria *en route*. Steamboat excursions are run twice a week—Wednesdays and Saturdays—from Queen's Park to the beautiful Chats Rapids, passing through some of the loveliest scenery in Canada, the route being part of that of the proposed Ottawa and Georgian Bay Canal. See the Hull Electric Company's advertisement at the end of this book.



Hotel Victoria, Aylmer, Que.



An Excursion Party. leaving Ottawa.

## THE TRIP BY STEAMER.



The trip by steamer, either "up the Ottawa" to the capital of the Dominion, or "down the river" to Montreal, is one of the most beautiful and charming trips in Canada. The steamers are modern steel vessels, very fleet, and well adapted for day tourist travel; commodious and comfortably furnished, and the meals are well prepared and nicely served; the officers of the Company are experienced and renowned for their politeness and attention to passengers.

Leaving the capital of the Dominion behind, the tourist will see on the north side the mouth of the Gatineau, a large and important lumbering stream, which has been surveyed for three hundred miles from its junction. The steamer touches at Templeton, on the Quebec shore, thence proceeds to

**Besserer's Wharf**, in Ontario. Here there is a very comfortable and commodious hotel, the Jubilee House, which is a new summer resort within easy access of the city of Ottawa; the special attractions being cool shades and breezes among the pine-trees on the river bank, excellent fishing and boating, and perfectly safe, agreeable bathing on the fine beach. The guests at Jubilee House no doubt thoroughly enjoy themselves at this popular resort.

Eighteen miles further, the Lièvre River, after a course of two hundred and eighty miles, falls into the Ottawa. Upon this river, four miles from the steamboat landing, is the village of Buckingham.

**Cumberland** is passed about 9.00 a.m., and the scenery here is very beautiful, the village being picturesquely situated on the rising bank of the river on the Ontario shore—*i. e.*, the right hand side.

**Rockland** is a flourishing town, having two or three large saw-mills and many fine residences; that of W. C. Edwards, M.P., the member for the county of Russell in the Dominion Parliament, and the principal proprietor of the Rockland Mills, being one of the most complete on the river.

**Churso**, a village on the Quebec shore, is soon passed, and just below this point the steamer glides between very

beautifully wooded islands. These islands being so profusely wooded with very tall elm and basswood trees of luxuriant growth of branches, give to them, when the trees are in full leaf, at a slight distance, the extraordinary forms and outlines of animals or of such things as



A few of the Thurso Islands.

our imagination may portray. The Thurso islands are favorite resorts for picnics, camps and hunting parties.

The steamer stops at the small village of Wendover for a moment, and then speeds along to Treadwell, five miles below.

The North Nation River is the next large tributary on the Quebec side, and the South Nation on the Ontario or south shore. These two streams have each a course of nearly one hundred miles.



Chateau Montebello.

**Papineauville**, on the North Nation, is a thriving little town, with lumber and grist mills, and water power in abundance.

**Montebello** is five miles from Papineauville, where the seigneur of Petite-Nation, the late Hon. Louis Joseph Papineau, resided. His name fills many pages of Canadian history. After his pardon and return from banishment he mingled very little in politics, but lived to see many of the dreams of his turbulent youth and manhood realized by other hands. The Château Montebello is one of the very few old French seignorial establishments existing at the present time—and that only in the Province of Quebec. The château is charmingly situated on



Grand Hotel, Caledonia Springs.

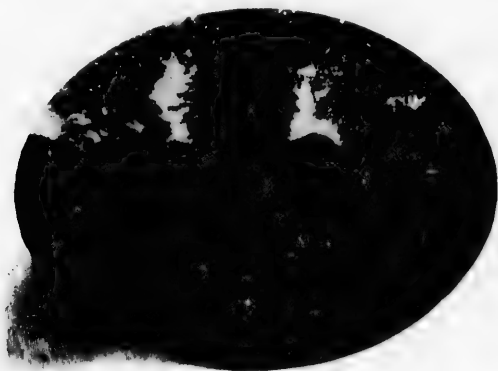
the bold bank of the river, among grand old pine and hemlock trees, monarchs of the primeval forest, which, no doubt, could they speak, would tell a tale of baronial splendor and of the magnificent entertainments which have taken place within the walls of the old château in days gone by. The scenery in this vicinity can hardly be surpassed in any portion of the country, blending the boldness of hills with the placid beauty of quiet waters and well-tilled plains.

Eighteen miles from Papineauville the boat stops at L'Orignal, the county town of the united counties of Prescott and Russell. Here travellers for

**Caledonia Springs** disembark. The springs have a great efficacy in rheumatic and gouty diseases. There is

a good hotel there. The springs are four in number—saline, sulphur, gas, and intermittent.

It was about 1840 or 1841 that the first hotel of any importance was erected at the Springs. The first owner of the hotel was Mr. William Parker, an American, of great energy and push, who succeeded in making the Caledonia Springs celebrated, not only for the curative properties of its waters, but also as a fashionable resort for the *élite* of Montreal and the towns of northern New York State. Horse-racing, which attracted noted sporting men both from the United States and Canada, was indulged in with much *éclat*. This was the age before there were railways to take the citizens of Montreal and



A Glimpse from the Carillon and Grenville Train.

other towns to the seaside summer resorts, and, as the Springs were within easy access by steamboat or by driving in carriages, it can readily be understood how the place became, at that time, a fashionable resort.

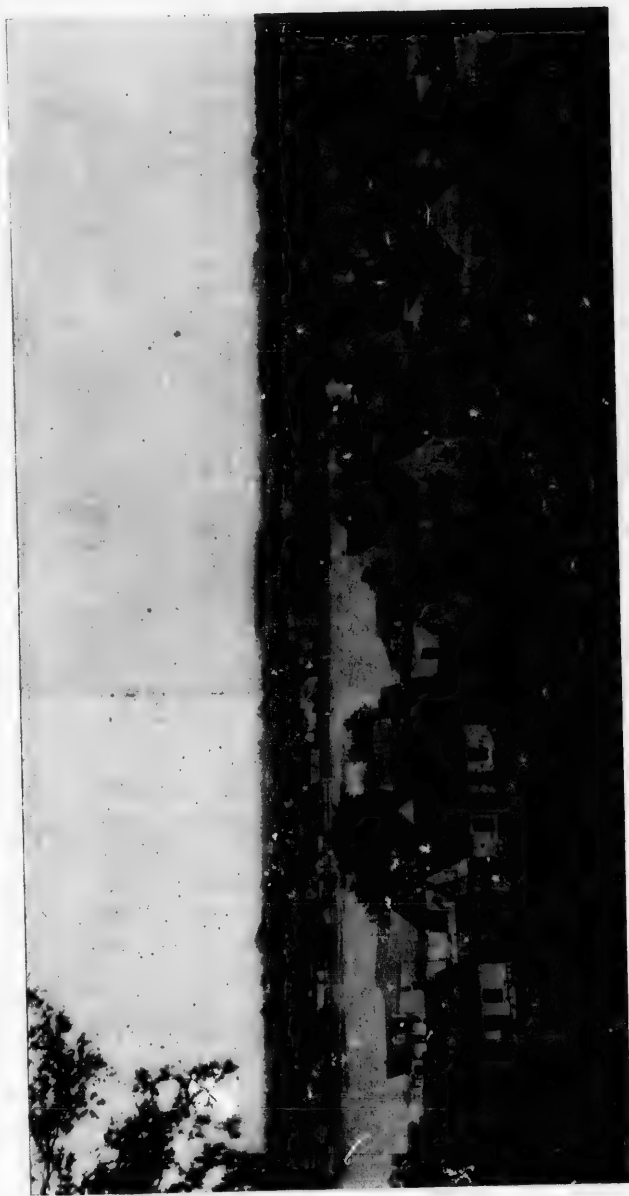
Mr. Parker established a printing house, and a weekly paper was issued at the Springs; and, as there was no lack of literary talent among the visitors, it became an interesting feature of the place. The original Canada House was destroyed by fire after it had been standing for twenty-five years, and a new hotel, also the Canada House, but built of stone, was erected about 1868, and was a very fine, substantial building. The present hotel, the "Grand," erected on the site of the old, is a fine building, capable of accommodating a large number of guests.

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A Snap Shot of Point Fortune and Carillon villages, on the Ottawa.



**Grenville** is a few miles lower down on the north shore. The river here passes close to the Laurentian Mountains, and, narrowed also by islands, flows swiftly down the Long Sault Rapids, or "Chute-à-Blondeau," in a foaming and impetuous torrent, which stops all navigation except that of downward-bound lumber rafts.



The Old "Carillon."  
Carillon and Grenville Railway Locomotive.

The sportsman will find Grenville the most convenient point of departure for the wild and romantic lake country of the Laurentian hills. This tract resembles the Adirondack region of New York in its geological formation, as well as in its abundant lakes and streams. The whole country is dotted over with lakes, and, with short "portages" from stream to stream, the sportsman can go great distances in a canoe.

On the islands and south shore is the village of Hawkesbury; and the mills built upon the islands are some of the largest upon the Ottawa River.

The Grenville Canal was built to overcome the rapids of the Long Sault. The old canal was designed and commenced by the Royal Engineers, for the Imperial Government, in 1829, but this canal was greatly enlarged by the Dominion Government a few years ago; the work,

however, has never been completed sufficiently to allow the free passage of large river steamers with any degree of regularity; therefore passengers from the steamer "Empress" are transported to Carillon in twenty minutes by the

**Carillon & Grenville Railway.** This railway, operated exclusively in connection with the passenger steamers of the Ottawa River Navigation Company, is to-day, perhaps, the only broad gauge road in the Dominion (*i. e.*, a gauge of 5 feet 6 inches), and is, therefore, unique and interesting.

Upon the Quebec side, opposite the half-way station on the Carillon & Grenville Railway, is the Thermopylæ of Canada, where a deed of "derring-do" was performed than which no greater is recorded in history. In 1660 the colony was on the eve of destruction. The full force of the Iroquois tribes was in arms to sweep the French into the St. Lawrence. Dollard des Ormeaux and sixteen young Montrealers resolved upon a deed which should teach the Indians a lesson. They bound themselves by an oath neither to give nor take quarter. They made their wills, and took the sacrament in the little church at Montreal. They then started up Lake St. Louis and the Ottawa to this point, where they built a palisaded fort. Some Indians had joined them, but during the fight which ensued only three or four Algonquins remained faithful. Soon the Iroquois canoes came dancing down the rapids.



The Big Dam at Carillon, on the Ottawa.

A war party of three hundred warriors had been up the river. They speedily discovered the fort and rushed to attack it. Day after day they met with a bloody repulse. Sullen with rage, they sent for reinforcements, until more than eight hundred warriors surrounded the palisades.

The story of the "Heroes of the Long Sault" has been admirably told by Mr. George Murray, B.A., F.R.S.C., in his celebrated poem, "How Canada was Saved."

Daulac, the captain of the fort, in manhood's fiery prime,  
Hath sworn by some immortal deed to make his name sublime ;  
And sixteen soldiers of the Cross, his comrades true and tried,  
Have pledged their faith for life and death, all kneeling side by side.  
And this their oath, on flood or field, to challenge face to face  
The ruthless hordes of Iroquois—the scourges of their race—  
No quarter to accept or grant, and, loyal to the grave,  
To die, like martyrs, for the land they had shed their blood to save.

Soft was the breath of balmy Spring in that fair month of May,  
The wild flower bloomed—the Spring bird sang on many a budding spray—

When, loud and high, a thrilling cry dispelled the magic charm,  
And scouts came hurrying from the woods to bid their comrades arm,  
And bark canoes skimmed lightly down the torrent of the Sault,  
Manned by three hundred dusky forms—the long expected foe.

Eight days of varied horrors passed ; what boots it now to tell  
How the pale tenants of the fort heroically fell ?  
Hunger and thirst, and sleeplessness, Death's ghastly aids, at length  
Marred and defaced their comely forms, and quelled their giant strength.

The ends draws nigh—they yearn to die—one glorious rally more  
For the sake of Ville-Marie, and all will soon be o'er ;  
Sure of the martyr's golden crown, they shrink not from the cross,  
Life yielded for the land they love, they scorn to reckon loss.

The fort is fired, and through the flame, with slippery, splashing tread,  
The Redmen stumble to the camp, o'er ramparts of the dead ;  
There, with set teeth and nostrils wide, Daulac, the dauntless, stood,  
And dealt his foes remorseless blows, 'mid blinding smoke and blood.  
'Till, hacked and hewn, he reel'd to earth, with proud, unconquered glance,  
Dead—but immortalized by death—Leonidas of France !  
True to their oath, his comrade knights no quarter basely craved—  
So died the peerless twenty-two—so Canada was saved.

Soon we approach Carillon, and from the train have a full view of the great Carillon Dam. This dam, built across the river to increase the depth of water in the Carillon Canal, is one of the greatest triumphs of engineering skill in the Dominion. It was constructed by the Dominion Government at a total cost of \$1,350,000 ; it is two thousand four hundred feet long and twelve feet high, and was completed in 1881.

**Carillon** (chime of bells) has become a favorite resort, in summer, for visitors both from Ottawa and Montreal.



Approaching a Landing—Lake of Two Mountains.

There are two hotels (the Queen's and Kelly's), and the first-class boarding-house "Bellevue," which, under Madame Gaherty's able management, is one of the best summer boarding-houses on the river. The view of the river and rapids of Carillon, the magnificent stretch of country to the south, from Bellevue House, on the top of Carillon Hill, is grand in the extreme ; and the park-like



The Devil's den—Rigaud Mountain.

pine groves in rear of the house, which are always accessible to the guests, make the situation of Bellevue delightfully agreeable. Bellevue has a history; it was built by the late Commissary-General Chas. John Forbes about 1827. The old residence in its day has been the scene of many festivities, many people of distinction constantly coming there to stay—Sir John Colborne, the Earl of Dalhousie, Sir John Kempt, Sir Charles Bagot, Sir Charles Metcalfe, and Lord Sydenham, all governors of Canada, besides numerous military and civil grandes, have been entertained there in days gone by. Carillon is a favorite place for excursionists, who, leaving the city of Montreal by steamer "Sovereign" for a day's outing—arriving about noon and leaving for the return trip about half-past one—spend the time in driving to the picturesque village of St. Andrews; a visit to the great dam; or strolling through the pine groves of Bellevue; and on the return they are quite ready for the excellent dinner which is served on board the steamer "Sovereign" immediately after the vessel starts from Carillon.

Soon after leaving Carillon the steamer passes the mouth of one of the great tributaries of the Ottawa—the North River (*Rivière-du-Nord*). And now a beautiful scene meets our view as we approach the landing for Rigaud. The large, thickly-wooded island immediately in front of our course is called Carillon Island (Jones'), and beyond it we see the first glimpse of the Lake of Two Mountains, with Mounts Brûlé and Calvaire in the distance, and Rigaud Mountain on our right hand. The whole is a panorama of scenic beauty which cannot be surpassed.

**Rigaud Mountain** stands out a bold and square mountain, surmounted by a cross, and belonging to the same family of igneous mountains with those which start up from the prairie land round Montreal. Upon the summit of this mountain is a very singular plateau, covered to a great depth with rounded boulder-stones each about the size of a man's head. These stones consist mainly of different rock from the mass of the mountain, and they lie in long ridges as if turned up with a plough. The natives here styled this place very appropriately the "Devil's Garden." The Geological Report of 1863 classified it under the heading of "Moraines."

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Rigaud Village, on a Tributary of the Ottawa River.

At the foot of the mountain is the pretty town of Rigaud, on the Rivière-à-la-Graisse, thriving and clean and bright, with its tin roofs. There is a large French college here. The town is one mile from the steam-boat landing.

Steaming down the lake, the boat passes St. Placide, and makes a short stop at Pointe-aux-Anglais (English-



Residence of the President of the Ottawa River  
Navigation Co., Como.

man's Point). History fails to tell us who this Englishman was, and, seemingly, none of his descendants can be found at this sequestered spot at the present time. We cross the lake to the south shore, passing the fine summer residences of many Montrealers on Hudson Heights, and soon arrive at

**Hudson**, which is a picturesque spot, and much frequented as a summer resort.

Just below Hudson the lake narrows to a half mile in width, and as soon as the steamer rounds the long wooded point on our right, we come in sight of

**Como**. This is a beautiful and charming summer resort, perhaps the most picturesque of all the many delightful spots on the Lake of Two Mountains, where there are several fine substantial summer residences.



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Como is renowned for its grand shade trees of oak and elm, which completely overshadow the highroad. There is a first-class boarding-house here, "Willow Place" (Madame Brasseur's), which is celebrated for its excellent table and comfortable accommodation, and is patronized by Americans as well as Canadians.

H. R. H. the Duke of Connaught, while on a duck-hunting expedition, late in the fall of 1869, when an officer of the Rifle Brigade, stayed at Riversmead, Como, the guest of the late R. W. Shepherd (President of the Ottawa River Navigation Company); and it was then that His Royal Highness enjoyed his first sleigh drive in Canada, going from Como to Vaudreuil, on the Grand Trunk line, seven miles distant.

There are some fine apple orchards at Como, where the choicest Canadian apples are cultivated for the English market.

**Oka.** Leaving Como, the steamer crosses the lake to Oka, the mission of the "Lac-des-Deux Montagnes." This is an Indian village of the Iroquois and Algonquin tribes. The mission was established in 1721, the Indians having been transferred from Sault-au-Récollet, north of the city of Montreal, where they had been previously stationed.



One of the "Royal Oaks," Como.

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The mountain behind the village is called "Calvaire." Four chapels are built at intervals on the road to the top of the mountain, and on its summit three other chapels are visible from the deck of the steamer. These chapels (the stations of the Cross) were built by Rev. Father



The Oka Church and Seminary.

François Picquet, who came from France to Canada in 1733, and was in charge of the mission of the Lake of Two Mountains. The chapels were built about 1740; and in each of the seven there is an extraordinary carving of wood, representing the mysteries of the Passion of our Lord. It is recorded that these wonderful carvings were made by a Canadian, who, in the words of a well-known priest, "had more good-will than capacity"—but it is uncertain when the carvings were placed in the chapels, probably about the middle of the last century.

Old oil paintings, which were first placed in the largest chapel on the summit of Calvaire by Father Picquet, works of art and copies of the great European masters, were removed, many years ago, to the church at Oka, to save them from destruction, where they may be seen to-day.

Every year, on the 14th of September, a pilgrimage takes place to the summit of Calvaire. The "Fête du Calvaire" pilgrimage is religiously attended by all French Canadians within a radius of thirty miles from Oka. Many steamers are employed in carrying the pilgrims to

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this fête, and the wonderful order and decorum observed by the thousands of visitors on that day is really a matter of astonishment to those who have seen large crowds assembled in other places.

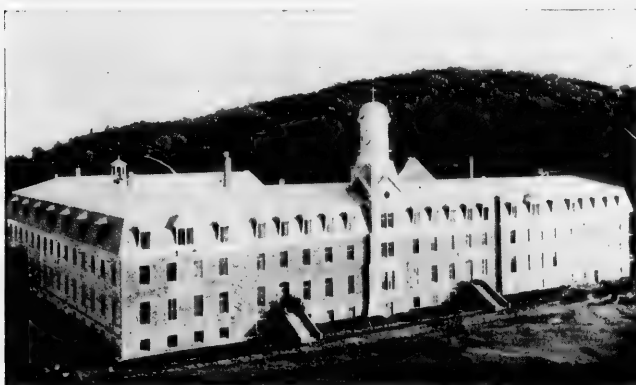
**Les Crappistes.** The smaller elevation to the east of Mont Calvaire is the site of the first Trappist monastery—this building is now used as an agricultural college—but in the valley beyond the hill, hidden from view, is the new monastery of La Trappe, which was built in 1892. This is a fine substantial stone building, and has ample accommodation for a large number of visitors. The Trappists are agriculturists, and a visit to their large farm, orchards and vineyards is the most convincing proof that they are successful and scientific farmers. The fine thoroughbred stock of cattle, horses, sheep and swine of many breeds delight the eye of the stock-raiser. The Trappists' cheese, Port-du-Salut, has a world-wide reputation, and sells as high as imported Swiss cheese; and as fabricators of wine and cider they keep up their old world reputation.

The rules of the order of La Trappe monks are very strict, and only male visitors are admitted into the monastery—ladies are politely stopped at the threshold; no conversation between the members of the order is permitted, except by special permission of the abbot, and then as few words as possible must be used. The monks are compelled to rise at 2 a.m. for prayer and



The Road on Pine Bluff, Oka.

meditation. One meal a day only, as a general rule, is permitted, and there is entire abstinence from meat, fish, eggs or butter, a spare quantity of bread, vegetables and milk only being allowed. It is most interesting to watch the monks in the field performing their silent labor, in the garb of their order, and the sombre brown costume of the novice brother forming a striking contrast to the bright dress of the brother in full orders. How strange all this active life going on without a sound being uttered; to see them fall suddenly on their knees while the father, whose duty it is, performs "the office." Everything is done by rule, and whatever the occupation it must be suspended when the bell sounds for the religious exercises.



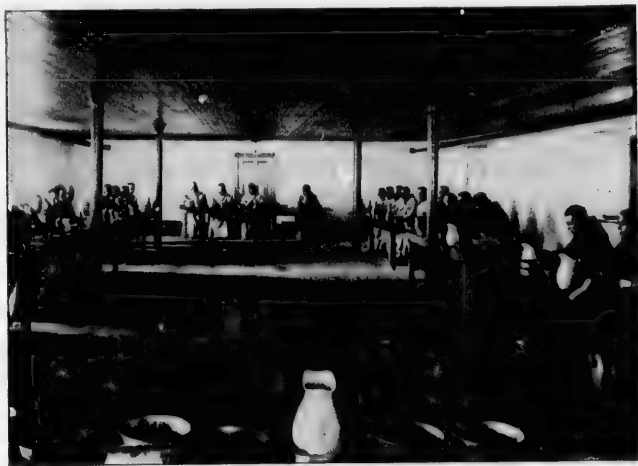
The Trappist Monastery, Oka.

A day or two may be spent most pleasantly at the monastery, where the comforts of man are well attended to by the polite and gentlemanly monks of La Trappe.

Stages are always in readiness at the steamboat wharf at Oka to meet the steamer every day to convey visitors to the monastery for a trifling fare. Parties may leave Montreal in the morning, reach Oka at 10.30 o'clock, and return same day by the same steamer, "Sovereign," at 3.25 p.m., thus having ample time to spend at the monastery and as well to drive to the top of Mount Calvaire, visiting *en route* the seven stations of the cross, and enjoy the most magnificent panorama of the lake and surrounding country from the summit.

**The Lake of Two Mountains** now widens out, below Oka, to its greatest width, about fifteen miles, and far

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The Trappists at Dinner.

on the right we see the tinned spire of the parish church of Vaudreuil gleaming in the level rays of the declining sun. On the left extend the two northern branches of the *embouchure* of the river, which, after passing in the rear of the Island of Montreal and enclosing the Ile Jésus, unite with the St. Lawrence below.

Immediately ahead is seen the point of the Island of Montreal (Bout-de-l'Isle). This is, perhaps, the most interesting and historical portion of the river.

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The Trappists in Meditation.

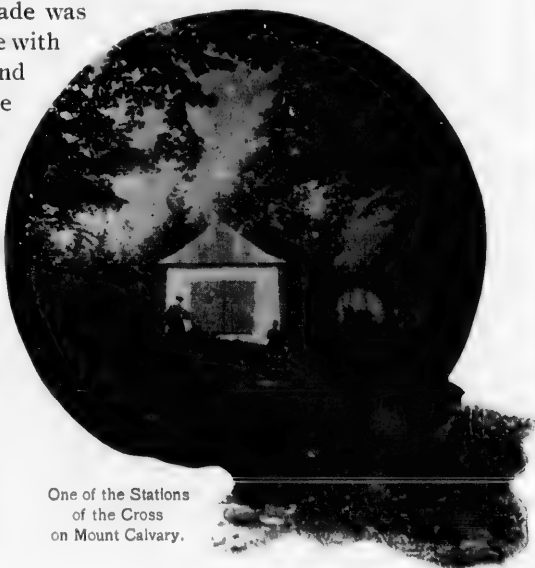
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Boisbriant, the residence of the late Sir J. J. C. Abbott, recently purchased by Mr. L. C. Clouston, general manager Bank of Montreal, stands out prominently, and around the end of the island, towards the east, the palatial summer residences of R. B. Angus, Esq., Hon. L. J. Forget and others of prominent citizens of the metropolis of Canada are visible through the trees.

When the whole Bout-de-l'Isle was thick forest, the domain of Boisbriant—a fief noble—was granted by the King of France, in 1672, to Sidrac du Gué, sieur de Boisbriant, and the first house was erected in that year. Du Gué sold this fief, in 1679, to Charles Le Moyne de Longueuil and Jacques Le Ber, merchant princes and fur traders. The tower on the top of the hill is the ruin of an old windmill erected by Le Ber in 1688. This mill was loopholed for musketry as a protection against the Indians. The Iroquois succeeded in burning this mill in 1691, after a very gallant defence made by Le Ber and his people.

**Fort Senneville**, the ruins of which are situated on the shore of the lake, immediately below the fortified windmill, may easily be discerned from the deck of the steamer. This fort was built by Le Ber's son, it is supposed, about 1693. The fort consisted of a manor house, courtyard, and four towers or bastions, which commanded all approaches either from the land or the water.

A large trade was carried on here with the Indians, and several hostile attacks were made on the fort at different times by the Iroquois and Mohawks. But the fort was finally burnt by a detachment of American troops, during the American



One of the Stations  
of the Cross  
on Mount Calvary.

War of Independence, in the summer of 1776, under General Arnold, on their march to Montreal. The ruins of the old fort have, for some years, been carefully preserved, and, being now covered with vines and creepers, form an interesting feature in the land-



Near Vaudreuil, on the Lake of Two Mountains.

scape. Truly, if we do overcome Nature, she has her revenge, for when the ugliness of our handiwork falls into ruin, she works them up into picturesqueness, and, festooning them with verdure, smothers their hard and ungraceful outlines. Tourists should not omit to visit this old relic, which recalls the heroic times of our country's history. We pass quite close to Dr. Girdwood's island, disclosing the extensive green-houses and forcing-houses on it, and shortly afterwards we arrive at St. Anne-de-Bellevue. The steamer goes through a lock there, thence under the two iron bridges of the Grand Trunk and the Canadian Pacific lines between Montreal and Toronto. These fine structures demonstrate two different styles of iron bridges, viz., the former that of seven and thirty years ago, and the latter that of the present cantilever style of bridge; and it is remarkable that these two samples of great engineering skill should be placed within fifty-five feet of each other.

**St. Ann-de-Bellevue** is a thriving village, and was formerly the point of landing of the old French *voyageurs*, who, in canoes, traversed the waters of the Upper



Ottawa to secure in northern forests the furs which were at one time the staple product of Canada.

The little stone building near the locks (used since 1860 as a village school) was the first stone church of St. Anne's, and also the last church on the route in which the old *voyageurs* stopped to pray to their titular "Sainte-Anne," putting themselves under her protection when they set out on their perilous voyages to the great North-West. The voyage was really only supposed to have begun in earnest when St. Anne was left behind. This little old church was built in 1703. It was at St. Anne that Tom Moore, while passing down the Ottawa in canoes, saw something of the fur-trading life, and was



Fort Senneville, near Boisbriant.

inspired to write his musical "Canadian Boat Song," which has made the locality famous.

Leaving St. Anne, the steamer crosses over to the south shore and skirts along for some distance the northern shore of Ile Perrot. This island takes its name from Monsieur Perrot, a great fur-trader, who established a trading-post on the island in 1670.

The steamer passes quite near to Sherringham Park, a delightful picnic ground on Ile Perrot, and the resort of pleasure-seekers (brought there by steamer specially chartered for the occasion), who find here all the necessary conveniences, combined with fresh air, fine shade trees, excellent boating and fishing, for a day's outing. Some fine summer residences of Montrealers are seen

very distinctly, on the Island of Montreal, from the deck of the steamer as we pass. Bay View, Beaurepaire, and the village of Pointe-Claire, with the quaint old-fashioned windmill and handsome church, stand out prominently. The first church at Pointe-Claire (built on the site of the present substantial edifice) was erected in 1713.



Le Ber's Mill, St. Anne-de-Bellevue, West End Montreal Island.

The stone windmill on Pointe-du-Moulin was erected in 1700—thirteen years before the first church, and it, too, was intended, like that at Bout-de-l'Isle, for protection against the Indians, being loopholed for musketry.

We pass the summer resorts of Lakeside, Valois, and, on the point below Valois, the splendid club-house of the Forest and Stream Club can be distinctly seen from the steamer as she glides swiftly along.

We are now well into the Lake of St. Louis, which is the confluence of the Ottawa and St. Lawrence rivers. The waters of these two rivers do not seem to mix at all, but run side by side the whole length of the lake, and showing clearly and distinctly their respective colors until



Tom Moore's House, St. Anne.

they are rudely tossed about in the great rapids below Lachine. Just above Lachine we pass the beautifully wooded Island of Dorval, formerly the residence of Sir George Simpson, governor of the Honorable Hudson's Bay Company. It was at his fine residence on Dorval Island that Sir George entertained H. R. H. the Prince of Wales on his memorable visit to Canada in 1860.

**Lachine** is famous for its historical incidents. The origin of the name *La-Chine* is said to have been given derisively to the place in consequence of the failure of de La Salle's search of the route to China and Japan in the year 1669.

The great massacre of Lachine occurred on the 5th of August, 1689, when fifteen hundred Iroquois traversed Lake St. Louis and silently landed at Lachine that dark

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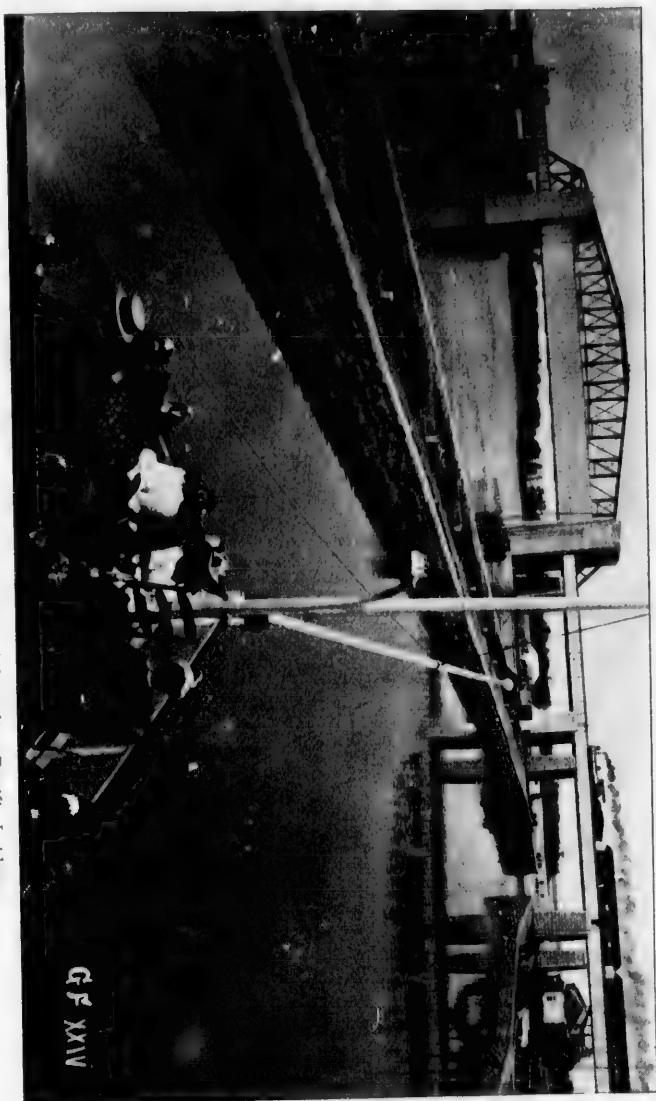


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Entrance to St. Anne's Locks, Grand Trunk and Canadian Pacific Locks.



stormy night, massacring over two hundred men, women and children with great barbarity, and carrying off over one hundred and twenty prisoners, who, it is said, were cruelly burnt and sacrificed to satisfy the vengeance of the redman.

It was at Lachine that the British General Amherst landed September 6th, 1760, with ten thousand troops,



Among the Islands, St. Anne-de-Bellevue.

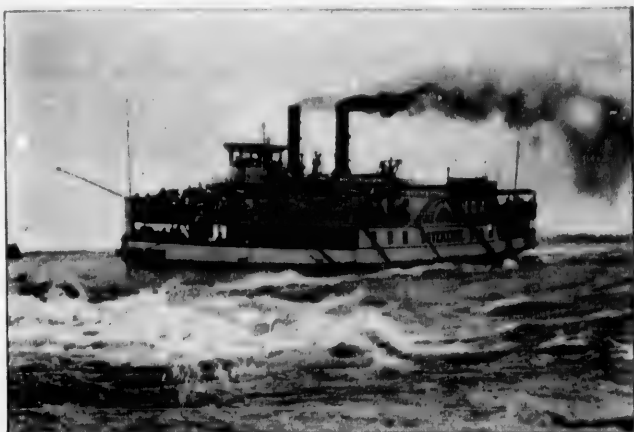
after having "shot" all the rapids of the St. Lawrence; and marched on to Montreal the same day, camping before the city, which capitulated on the following day.

Lachine is now almost a suburb of the city of Montreal, and is quite a manufacturing centre. There is direct connection by rail with the city every hour, and electric trolley cars run every half hour during the day and night.

At Lachine the passenger list is always increased by a number of persons who have come out from Montreal to take a trip down the Rapids, which lie between Lachine and the city; and the running of these rapids forms a thrilling termination to the very charming trip.

A short distance from Lachine the steamer passes under the great cantilever bridge of the Canadian Pacific Railway, lately completed, and which forms a new feature of engineering skill. The

**Lachine Rapids** are the most perilous in the whole devious channel of the St. Lawrence, for the dangerous rocks which lie just below the surface would deceive any but a skilful navigator. The swarthy pilot who takes



Entering the Lachine Rapids.

the wheel at this point pays little attention to anything but the duty in hand, which certainly demands all his energies. Casting alternate glances at him and the rushing waters ahead of us, we involuntarily breathe words of the hymn—

"Steady, O Pilot, stand firm at the wheel."

Right in our path lies a ragged rock which threatens us with instant destruction; but a turn of the wheel at just the right moment sends our good craft a little to the left



Old Windmill, near Montreal.



John M. Garland Son & Co.'s Store,  
Ottawa.

toria Jubilee Bridge of the Grand Trunk Railway, one of the greatest wonders of the age among modern cantilever bridges. The bridge is nearly two miles long and rests on twenty-four piers. It will be completed in the summer of 1899. After passing under the bridge, through the centre span, the city of Montreal comes into sight. A view of the commercial metropolis is presented which is unequalled from any other point, not excepting the magnificent scene from the summit of the Mountain Park.

of it, and the apparent danger is past. With bated breath we watch for the next peril that looms ahead of us, to find it, like its predecessor, vanquished by the strong arm and steady nerve of the man to whom every inch of the channel is as familiar as a beaten path.

**Montreal.** Entering once more into quiet waters, we steam on our way to Montreal. The first sight that meets our view is the new great Vic-





# Ottawa River Navigation Co.

## OTTAWA TO MONTREAL TIME-TABLE.

Miles	OTTAWA . . . . .	Leave	7 30 A. M.	
8	East Templeton . . . . .	about	8 00 Brkfst.	
20	Cumberland . . . . .	"	8 45	
21	Buckingham, Prince's Wharf . . . . .	"	8 50	
25	Rockland . . . . .	"	9 05	
29	Thurso . . . . .	"	9 25	
35	Wendover . . . . .	"	9 55	
40	Brown's Wharf . . . . .	"	10 25	
41	Papineauville . . . . .	"	10 40	
46	Montebello . . . . .	"	11 05	
50	L'Original (for Caledonia Springs) . . . . .	"	12 05 NOON.	
64	Grenville . . . . .	Arrive	12 50 P. M.	
64	Grenville . . . . .	Leave	1 05	
77	Carillon . . . . .	Arrive	1 30	C. & G. R. R.
77	*Carillon . . . . .	Leave	1 35 Dinner.	
82	Rigaud . . . . .	"	2 40	
84	Pointe aux Anglais (Flag) . . . . .	"	2 50	
92	Hudson . . . . .	"	3 05	
93	Como . . . . .	"	3 15	
94	Oka . . . . .	"	3 25	
103	St. Anne's . . . . .	"	4 05	
121	Lachine . . . . .	Arrive	5 20	
121	Lachine . . . . .	Leave	5 30	
130	MONTREAL via Rapids . . . . .	Arrive	6 30	

\* Steamer will leave Carillon immediately after train arrives from Grenville.  
Excursionists should be on board steamer by 1.30 p.m.

## MONTREAL TO OTTAWA TIME-TABLE.

Miles	MONTREAL . . . . .	Leave	8 00 A. M.	
	Lachine . . . . .	Arrive	8 20	
9	Lachine, Steamer leaves . . . . .		8 22 Brkfst.	
27	St. Anne's . . . . .	about	9 40	
36	Oka . . . . .	"	10 30	
37	Como . . . . .	"	10 40	
38	Hudson . . . . .	"	10 50	
42	Pointe aux Anglais (Flag) . . . . .	"	11 10	
48	Rigaud . . . . .	"	11 45	
53	Carillon . . . . .	Arrive	12 20 NOON.	
53	Carillon . . . . .	Leave	12 25 P. M.	
66	Grenville . . . . .	Arrive	12 55	C. & G. R. R.
66	Grenville . . . . .	Leave	1 05	
71	L'Original (for Caledonia Springs)* . . . . .	"	1 30 Dinner.	
84	Montebello . . . . .	"	2 45	
89	Papineauville . . . . .	"	3 00	
90	Brown's Wharf . . . . .	"	3 15	
95	Wendover . . . . .	"	3 35	
101	Thurso . . . . .	"	4 00	
105	Rockland . . . . .	"	4 30	
109	Buckingham, Prince's Wharf . . . . .	"	4 55	
110	Cumberland . . . . .	"	5 00	
122	East Templeton . . . . .	"	5 55	
130	OTTAWA . . . . .	Arrive	6 35	

\* Passengers for Caledonia Springs may dine on Steamer after leaving Grenville.

## COMFORTABLE MEALS SERVED ON BOARD STEAMERS.

### BAGGAGE CHECKED.

### CONNECTIONS WITH

GRAND TRUNK RAILWAY at Lachine, or trips "Up the River," or at Lachine or St. Anne's for "Down the Rapids." All Passengers from Montreal taking Grand Trunk train for Lachine to connect with Steamer for Ottawa and intermediate points.

STR. "JAMES SWIFT" at Ottawa, for Rideau River and Lakes to Kingston.

CANADA ATLANTIC RAILWAY at Ottawa, for Parry Sound.

CANADIAN PACIFIC RAILWAY, connecting with this Line at St. Anne's, Hudson and Ottawa or Montreal via Rapids, or at Ottawa for points West of Ottawa.

RICHELIEU & ONTARIO NAVIGATION COMPANY'S Steamer at Montreal, for Quebec and Intercolonial Railway—Steamers of this Line going alongside to transfer passengers.

## Montreal to Ottawa.

### "Up the Ottawa."

The steamer "Sovereign" leaves Lachine wharf for Ottawa and intermediate ports daily (Sundays excepted), on arrival of train leaving Montreal at 8 a. m. from the Grand Trunk Depot.

**THIS IS THE ONLY DIRECT RIVER ROUTE TO OTTAWA.**

Passengers arrive at Ottawa at 6.30 p. m.

### The Most Beautiful Ten Hours Sail on the Continent.

First-class fare to Ottawa . . . . .	\$2 50
Return " " . . . . .	4.00
Round trip (boat and return rail, or <i>vice versa</i> ) . . . . .	5.00
Second-class fare . . . . .	1.75

Excellent meals served on board steamer.

Baggage checked.

Tickets may be procured in Montreal at the following offices :

WINDSOR HOTEL,  
BALMORAL HOTEL,

GRAND TRUNK STATIONS,  
(Bonaventure and St. Henri.)

ST. JAMES ST. OFFICES, {

{ 128  
137  
138  
178

HEAD OFFICE O. R. N. Co.  
161 to 165 Common St.,  
Canal Basin.

I. J. GIBB,  
President.

R. W. SHEPHERD,  
Managing Director.

## Ottawa to Montreal.

The splendid new iron steamer "Empress" leaves Queen's Wharf, foot of Sussex Street, Ottawa, daily (except Sunday) at 7.30 a. m.

**Electric Car Service** from all the hotels in Ottawa direct to Queen's Wharf.

The trip between **Ottawa**, the political capital, and **Montreal** the commercial capital of Canada, by the river, is one of

**The Most Charming Excursions in America,**  
combined with every comfort modern luxury commands.

The steamers pass magnificent scenery the whole way.

### Shooting Lachine Rapids,

and arriving at Montreal at 6.30 p. m.

**Going alongside P. & Ont. Nav. Co. Steamer** for Quebec at Montreal to transfer passengers and baggage.

First-class fare to Montreal . . . . .	\$2.50
Return " " . . . . .	4.00
Second-class fare " " . . . . .	1.75
Round trip tickets (boat and return rail, or <i>vice versa</i> ) . . . . .	5.00

Excellent meals (50 cts.) served on board steamer.

TICKET OFFICES, Ottawa : { ED. KING, Sparks Street, No. 27.  
E. C. ARNOLDI,  
Cor. Sparks and Metcalf Streets.

COMPANY'S FREIGHT AND INFORMATION OFFICE :  
QUEEN'S WHARF, OTTAWA.

Ottawa.

For Ottawa and  
arrival of train  
Depot.

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N OFFICE :

THE

## Str. "Sovereign,"

a late addition to the Company's fleet, is a copy of the most modern American river steamers.

### DELIGHTFUL DAY EXCURSIONS.

Str. "SOVEREIGN"

To CARILLON passing Lake St. Louis, St. Anne's and picturesque Lake of Two Mountains, Indian village of Oka, Mount Calvary, with its seven famous old French chapels, Como, etc., allowing parties about one hour at Carillon before steamer leaves to return. A pleasant park at the landing. Take 8.00 a.m. train for Lachine to connect with steamer—the mileage of this trip being about 110 miles; arriving home *via* Rapids at 6.30 p.m.

Fare for Round Trip from Montreal,  
Children under 12 years, Half Fare. - \$1.00

SATURDAY TO MONDAY, tickets, \$1.50

Tickets for these excursions at the Grand Trunk Railway offices, Windsor or Balmoral hotels, and at the offices 143 and 184 St. James Street, and are optional to return from Lachine by train or down the Rapids by boat.

### AFTERNOON TRIPS (STR. "SOVEREIGN").

Returning down the Rapids in the cool of the evening.

To LACHINE by Grand Trunk Railway, 5.00 p.m. train to connect with steamer to SHOOT THE RAPIDS. Fare for Round Trip, 50 cents (or Electric Cars to Lachine).

To ST. ANNE'S (hallowed by memories of Tom Moore), per Grand Trunk; leave daily (except Sunday) 1.30 p.m., to connect with Str. "SOVEREIGN," which leaves there for Rapids about 4 p.m. Fare for Round Trip, 80 cents.

### SATURDAY AFTERNOON TRIPS.

Returning home by the Rapids.

To LACHINE—5.00 p.m. train from Bonaventure Depot. Round Trip, 50 cents.

To ST. ANNE'S—From Bonaventure Depot at 2.15 p.m., and from Windsor Station 1.30 p.m. Boat leaves St. Anne's at about 4 p.m. Round Trip, 80 cents.

To HUDSON, on LAKE OF TWO MOUNTAINS—Take train at Windsor Station at 1.30 p.m.; arrive Hudson 2.45 p.m. Steamer leaves at 3 p.m. sharp for Montreal, passing through Lake of Two Mountains, Lake St. Louis and Rapids. Round Trip, \$1.00.

... THE ...

## Str. "Empress"

is a splendid large iron steamer of a beautiful model, and considered one of the fastest river boats in Canada. She is a modern boat, with every convenience. Her dining-room, on the main deck aft, is a nice, light, airy room, capable of seating over seventy persons at one time.

The "Empress" has accommodation for 800 passengers.

### DELIGHTFUL DAY TRIP.

Take Steamer "Empress" at 7.30 a.m. for Grenville or any of the beautiful stopping places. The most favorite points for picnics are—Besserer's Grove, about eleven miles below Ottawa (there is a fine summer hotel there, the "JUBILEE HOUSE"), Cumberland, Thurso and Montebello. The sail through the islands below Thurso, and the extraordinary beauty and picturesque scenery in the vicinity of Montebello, together with the fine old Manor House and park-like grounds, makes Montebello the most favorite resort for picnic parties. The proprietor of the Manor House is always ready to give visitors an opportunity of viewing the place when possible.

### Day Excursion Fares per Str. "Empress."

Ottawa to Grenville and Back,	- - \$1.00
Except Mondays, Wednesdays, and Saturdays.	MEALS EXTRA.
Monday, Wednesday and Saturday Excursions,	- - 50c.
	MEALS EXTRA.

NEW LOCAL PALACE STEAMER

## "VICTORIA,"

### BETWEEN THURSO AND OTTAWA,

arriving at Ottawa about 9 a.m., leaving Ottawa at 5 p.m., every week day. This steamer has been built specially for the local traffic, and is first-class and modern in every respect.

AVAILABLE FOR EXCURSION CHARTER.

### TICKET OFFICES, OTTAWA:

QUEEN'S WHARF:	{	ED. KING, 27 Sparks Street, E. C. ARNOLDI, 91 Sparks Street, corner Metcalf.
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N.B.—The principal hotels at Ottawa are:

**Russell House, Grand Union, Windsor, the Gilmour House,  
The Brunswick and Hotel Cecil.**

# STEAMERS

SUITABLE FOR

## Excursions or Pic-Nics

may be chartered on reasonable terms on applying at the  
HEAD OFFICE, MONTREAL, or to the AGENT  
at OTTAWA (Queen's Wharf).

## CALEDONIA SPRINGS, THE SARATOGA OF CANADA.

Passengers for the celebrated CALEDONIA SPRINGS will  
be landed at L'Original, where they take stages for Springs. This  
is the river route to the Springs.

**RETURN TICKETS, INCLUDING STAGE, AT LOW RATES,  
GOOD FOR THE SEASON.**

From Montreal, return, both ways by boat	- - - -	\$3.70
" " round trip, C. P. R., and return by boat,		
or vice versa	- - - -	4.00
" Ottawa, return (boat)	- - - -	3.00

## Summer Hotels and Boarding-houses.

ST. ANNE'S—Clarendon Hotel.

OKA—Two Hotels and several Boarding-houses.

COMO—Mme Brasseur's first-class Boarding-house.

HUDSON—Hudson Hotel and Hodgson Bros.' Boarding-house.

RIGAUD—Hotels and Boarding-houses.

CARILLON—Sovereign Hotel, Kelly's Hotel, and the Bellevue  
Boarding-house (Mrs. Gaherty's). N.B.—The Bellevue  
Boarding-house has lately come under new management.  
Visitors and guests will find there most excellent accom-  
modation and board.

ST. ANDREWS—Sauvé Hotel and several Boarding-houses.

GRENVILLE—Mrs. McIntyre, Hotel, etc.

L'ORIGINAL—Ottawa Hotel and L'Original Hotel.

CALEDONIA SPRINGS—THE GRAND HOTEL and Lake View  
House.

MONTEBELLO—Hotel and Boarding-houses.

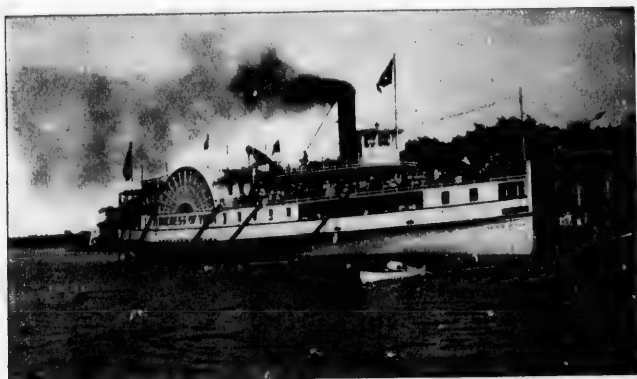
THURSO—"Ottawa Beach House," Mr. Gaunt, proprietor, (late  
of the Inch Arran House). Excellent table and accom-  
modation. House is near steamboat landing.

BESSERER'S—"Jubilee House," Summer Hotel.

N.B.—All the above places are reached by DAILY LINE STEAMERS.

COMMUTATION TICKETS AT REDUCED RATES ISSUED.

## MOONLIGHTS. PILGRIMAGES. PIC-NICS.



THE "DUCHESS OF YORK" AT SHERRINGHAM PARK.

. . . THE . . .

### Steamer "Duchess of York"

is a new steel steamer built especially for carrying a large number of passengers, with all modern conveniences, and fitted with electric lights. This steamer is open for charter: *Lachine Rapids, Day Excursions or Moonlights.*

### SHERRINGHAM PARK

is on Isle Perrot, a secluded spot, and a charming place for pic-nics.

The Park is furnished with cottage and other conveniences, covered platform for dancing, swings, tables, seats and playground.

There is splendid fishing and perfectly safe boating, and row-boats may be hired at reasonable rates.

The steamer "DUCHESS OF YORK" may be chartered for Sherringham Park *or elsewhere.* Apply at

**165 COMMON STREET.**

**R. W. SHEPHERD,**

*Managing Director O. R. N. Co.*

TEL. 1029.

## MARKET LINES.

The Steamer **PRINCESS** leaves Montreal at 6 a.m. every WEDNESDAY and SATURDAY for

**St. Anne's, Oka, Como, Hudson, Pt. Anglais,  
St. Placide, Rigaud, St. Andrews,  
Carillon, Pt. Fortune,**

with passengers and freight, arriving at Montreal every MONDAY and THURSDAY about 1.30 p.m.

The Steamer **MAUDE** leaves Montreal on TUESDAYS and FRIDAYS at 6.30 p.m. for

**Chute Blondeau, Grenville, Hawkesbury, L'Original,  
Montebello, Papineauville, Brown's Wharf,  
Kain's Wharf, Ottawa, etc.**

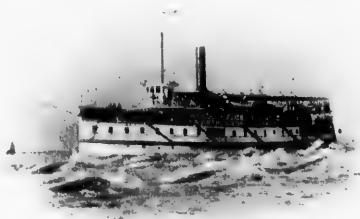
Arrives at Montreal every MONDAY, about 2 p.m., and THURSDAY, about 11.30 a.m.

**Head Office: 161 to 165 Common St., Canal Basin,  
MONTREAL.**

## Richelieu and Ontario Navigation Co.

**"NIAGARA TO THE SEA."**

The Finest Inland Water Trip in the World.



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VIA

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The canal was constructed by the British Government as a military work, at a cost of five million dollars, as far back as 1830. If, in time of war, the navigation of the St. Lawrence was interrupted, this canal, in conjunction with the Ottawa River, would furnish direct communication between Montreal and the great lakes.

Cranberry Lake is a large expanse of water, and contains many islands of considerable extent. Connected to the north are several lakes in which there is superb fishing.

**Jones' Falls** is one of the most beautiful spots in Ontario. It is not only beautiful, but interesting and historic. The dam at the falls is a stupendous piece of



The "Quarters," near Jones' Falls, on the Rideau.

work, and at the time it was built was the largest structure of the kind in the world. Read the size of it : four hundred feet long, three hundred and one feet thick at the base and ninety feet high. It is horseshoe in shape, and the mason work is most enduring. The locks, four in number, were cut through the solid rock, and each one lifts the boat twenty-two feet. At the top is simply fairy-land. There are many nooks, bays and inlets, and pretty places which are taken advantage of by camping



parties. No better fishing exists anywhere than there is in this locality. An empty string on a fishing journey is an unknown thing here.

Leaving Jones' Falls, "The Quarters" are entered. Here is where the headquarters of the construction staff were established. Sand Lake is next entered.

The next lake is Opinicon or Wild Potatoe Lake. It is six miles long and two wide, and is literally covered with islands.

Passing through Chaffey's Locks, Indian Lake is reached. Its shores are high and rugged and the scenery wild. The steamer glides through a little isthmus and into Clear Lake, and later through Fiddler's Elbow, a mystifying place, into Newboro Lake, which is dotted with beautiful islands of different sizes.

Touching at Newboro, a pretty village of one thousand inhabitants, the boat is lifted by the last lock



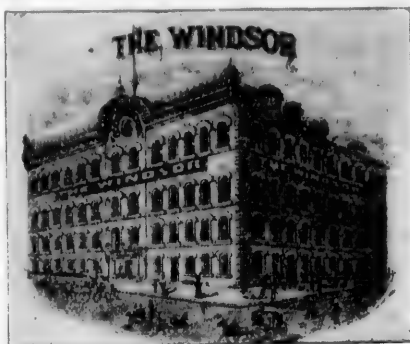
The Russell, Ottawa.

on the up-grade, and then passes through a cut, a mile long, and into Little Rideau Lake, which is the summit level.

The next body of water is Big Rideau, which is twenty-one miles

long, and varies in width from one to eight miles. There are fully two hundred islands in this lake.

The last lock is Hartwell's, about two miles from Ottawa. Passing through it the steamer enters Mutchmore's Cut, the shores of which are lined with cedars and summer residences. The deep cut, about a mile in length, is navigated, and the steamer drops into the basin at Ottawa.



The Windsor, Ottawa.

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The "James Swift" leaves Ottawa for Kingston every Tuesday and Friday at 3 p.m. Write to D. NOONAN, Kingston, for Guide-Book.



Canoe manufactured by Dey Bros., Ottawa.

**TIME-TABLE FROM OTTAWA TO KINGSTON.****Steamer "James Swift"**

will leave the Ottawa Forwarding Co. Wharf, Canal Basin, Ottawa,  
every Tuesday and Friday, at 3 p.m., calling at

Manotick . . . . .	6.30 p.m.
Lindsay's Wharf . . . . .	7.30 "
Beckett's Bridge . . . . .	8.30 "
Burritt's Rapids . . . . .	9.30 "
Merrickville . . . . .	11.15 "
Smith's Falls, Wednesday and Saturday . . . . .	5.00 a.m.
Oliver's Ferry . . . . .	6.45 "
Portland . . . . .	8.00 "
Westport . . . . .	9.45 "
Newboro . . . . .	10.30 "
Jones' Falls . . . . .	1.00 p.m.
Seeley's Bay . . . . .	1.45 "
Kingston Mills . . . . .	5.00 "
Kingston . . . . .	7.00 "

**Fare—Ottawa to Kingston, \$5.00; Return, \$9.00.**

**TIME-TABLE FROM KINGSTON TO OTTAWA.****Steamer "James Swift"**

will leave Swift's Wharf, Kingston, every Monday and Thursday  
at 6 a.m., calling at

Kingston Mills . . . . .	7.00 a.m.
Seeley's Bay . . . . .	10.30 "
Jones' Falls . . . . .	11.30 "
Newboro . . . . .	2.30 p.m.
Westport . . . . .	3.30 "
Portland . . . . .	5.00 "
Oliver's Ferry . . . . .	6.15 "
Smith's Falls . . . . .	8.00 "
Merrickville . . . . .	11.00 "
Burritt's Rapids . . . . .	1.00 a.m.
Beckett's Bridge, Tuesday and Friday . . . . .	2.15 "
Lindsay's Wharf . . . . .	3.15 "
Manotick . . . . .	4.30 "
Ottawa . . . . .	8.00 "

*Right reserved to alter above time-table without notice.*

**Fare—Kingston to Ottawa, \$5.00; Return, \$9.00.**

Children over five years and under twelve, half fare; twelve and over, full fare. Children occupying a chair at the table will be charged full fare for meals.

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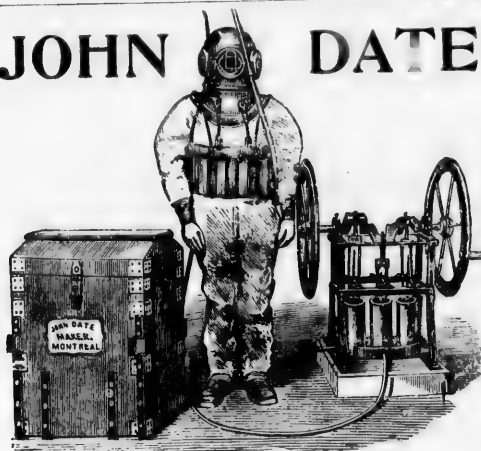
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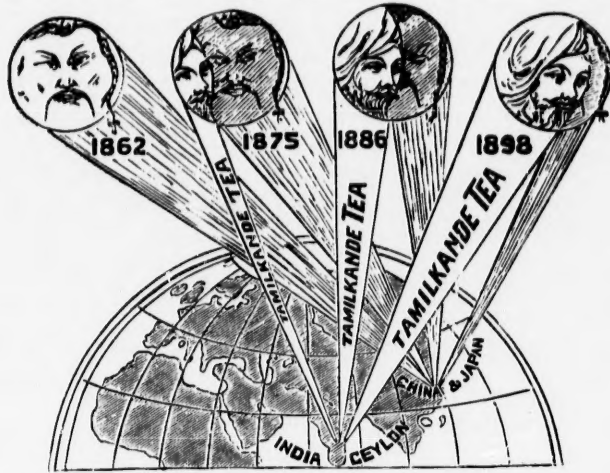
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